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Number 16

REDUCING TYPHOID FEVER.

The Health Department Is Making a Strenuous and Persistent Fight to Check up All Factors That Produce the Disease—Advice to the Public.

DR. Nathan R. Gorter, Health Commissioner, and Dr. C. Hampson Jones, Assistant Health Commissioner, have determined to secure for Baltimore the best record of any of the large cities in the handling, checking and preventing typhoid fever. The department is working faithfully to that end. If the city can induce all physicians and the public generally to co-operate consistently and practically in the campaign that is being pushed, there is no question that the number of cases and the ratio of deaths will be reduced to a minimum. The Health Department can't do it all. It matters not how big may be that department's plans or how vigorous may be its labors, the fullest measure of success cannot be attained unless the public also does its part. A goodly portion of typhoid cases is attributable directly to the public's non-attention to the Health Department's advice and instructions.

The Health Department pronouncement, just issued, says:

"We are now at the beginning of what is commonly considered to be our Typhoid Season: July, August, September and October. This is evidenced by the following table, which shows the number of such fever cases reported during the past twelve years and the first six months of this year (1913):

YEAR	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	TOTAL
1913....	53	40	38	17	31	51	76
1912....	47	28	33	37	30	57	98	198	212	190	77	76	1083
1911....	55	31	35	44	56	34	89	280	241	170	104	62	1201
1910....	40	25	30	22	31	46	110	473	398	359	251	106	1891
1909....	39	23	20	22	23	41	107	217	312	138	61	66	1069
1908....	47	26	36	24	40	47	149	339	364	187	99	68	1426
1907....	43	16	37	35	65	34	78	217	474	241	87	90	1417
1906....	32	31	27	68	143	88	107	281	206	127	59	46	1215
1905....	36	16	30	20	45	37	60	323	198	128	89	37	1019
1904....	49	54	39	35	32	36	84	207	128	124	48	80	916
1903....	28	36	29	25	27	60	131	146	128	85	40	33	768
1902....	29	17	20	30	33	40	61	206	317	216	69	48	1086
1901....	35	34	25	29	25	26	62	159	180	125	57	35	792

"It is quite evident to all that this table shows the greatest number of cases in the four months mentioned above, but it also shows that while we might be considered justified in speaking of a "typhoid season" because of the great increase in the number of cases during certain months, yet it is a "season" by virtue of the increase of the number of cases and not by the "appearance" of the fever in those months only. During the twelve (1901-1912) completed years of the table there were 13,883 cases and 2,200 deaths, an average of 1,157 cases and 183 deaths each year. The average mid-year population during this time was 541,973, which gives an average of 213 cases and 34 deaths for 10,000 population. In the year 1912 the numbers of cases and deaths per 10,000 were 190 and 24 respectively.

"Up to the present time (July) the year 1913 has shown two cases less and five deaths more than 1912, and in all probability the year will finish

about the same as 1912 without a "milk" outbreak is developed.

The Cause of Typhoid Fever.

"The great sources of the fever, as you know, are commonly considered to be water, milk, flies, "carriers" and "contacts." We believe that all five of these factors in the conveyance of the disease have played a prominent part in the maintenance of the fever in this city. If this is so, then there are clearly two factors to oppose the fever, i. e., municipal officials and the citizen. These two factors are not separate and distinct in their functions, but are blended so closely that one cannot prove efficacious to the fullest extent without the other, although it is true that some activities against the fever are more clearly official duties, while others equally distinct are citizens' duties.

City Water Not a Leading Cause.

The water and milk supply have received much care and attention for some years, and we believe that the fruits of efforts that have been made to protect and purify each are soon to be realized. Whenever surface water is used for drinking purposes disease is prevented most surely by protection of the watershed and purification of the water. The record of cases of fever in April and May, 1911, made the officials fear that the record of 1910 would be repeated, just as 1908 repeated the record of 1907. It was determined to use the hypochlorite of lime and alum to purify the water until and after the filtration plant was constructed. This has been associated with a marked decrease in the number of cases of fever reported, and we are in hopes that we are preventing altogether the water-borne typhoid.

How to Prevent Typhoid.

"There remains, however, too much preventable typhoid fever, and the final elimination will greatly depend upon the citizen, which includes the physician. The Health Department for more than a year has been making and distributing without cost to the citizen Typhoid Vaccine. This has been much used in institutions and by the military with marked success, but we now urge upon the laity and physicians to use the vaccine more freely in families where there exists a case of Typhoid Fever. It should also be used by the people who spend a part of the summer in country places where well water especially is used for drinking purposes.

Look Out For Flies.

"While it is believed by physicians that typhoid fever can be carried by flies, yet it is a lamentable fact that but few physicians try to prevent such conveyance of the disease by careful instruction of the people concerning the importance of the destruction of flies, the screening of the patient, and the disinfection of stools and seen that the instructions are carried out. If the people are too poor to obtain disinfectant, then they might obtain that which is distributed by the Health Department at the police stations."

New Sewers and Good Health.

All applications for loans to make sewer connections are made at the office of the City Engineer. The applicant must furnish, on application for this loan, a signed statement showing the amount of money requested to make this connection, and the amount of work that is to be done to make this connection. The City Engineer then investigates this application to see whether the loan will be applied to this, and for this purpose, and the loan is only made for the purpose of connecting up the plumbing, so it will conform to the Sewerage Enabling Act. There are often requirements made by the Health Department, in addition to those required under the Sewerage Commission, but as the money was appropriated only for the purpose of making sewer connections, under the Sewer Enabling Act, the City Engineer is endeavoring to lend money for this purpose, in strict accordance with the instructions of the Board of Estimates. Furthermore, he investigates, as far as possible, whether the loan is a safe one or not, and whether the loan will be fully covered by the property. He has had a great many applications for excessive loans for similar purposes. The usual amount of the loan runs from \$5.00 to \$6.00 per front foot of property of usual depth, but if the property is very deep, the expense of installing the sewer is often in excess of the above figures. The applications for these loans are numerous and the amount loaned out, up to the present time, by the City Engineer, under the direction of the Board of Estimates is nearly \$150,000.



DR. NATHAN R. GORTER,
Health Commissioner.

MUST GET THEIR LICENSE.

Vendors of Country Produce Will Be Compelled to Comply with the Law Requiring "Country Growers Licenses" and "Hucksters Licenses"—What the Ordinances Provide.

COMPLAINTS have been lodged with Collector of Water Rents and Licenses Loden to the effect that a large number of farmers and truckers are coming into the city and selling their goods without first procuring a "Country Grower's License," as required under Ordinance No. 252, approved April 11, 1913.

It is furthermore reported that many country truckers are evading the law by taking out a "Huckster's License," provided for in Ordinance 191, approved December 10, 1912, when legally they should follow the procedure necessary to procure the "Country Grower's License."

Those who are disposed to comply with the law in spirit, as well as in letter, are insisting that the city, in order to be fair to everybody, should enforce the law rigidly and impartially.

This Collector Loden is disposed to do. As a consequence, he has reported the matter to the police authorities, with information as to the routes over which the evaders of the law usually enter the city. Vigorous orders have been issued from police headquarters, and it looks now as though a vigilant watch is going to be made to apprehend all persons who are ignoring the law.

"Country Growers' License" Ordinance.

The law is very specific in its requirements, and should be easy of enforcement. The ordinance reads as follows:

53-A—Any person required to take out a license by Sections 50, 51, 52 and 53, or either of them as said Sections were amended by Ordinance No. 191, approved December 10, 1912, who is the bona-fide producer or grower of fruits, vegetables or other perishable articles which he proposes to sell, upon producing satisfactory evidence of that fact, as hereinbefore provided, shall be entitled to receive, upon payment of the license fee provided for in said Section 1, a country grower's license instead of the huckster license heretofore issued thereunder, and shall not be required to wear a badge, as provided for in said Section 2; but such grower or producer shall be furnished by the Collector of Water Rents and Licenses with a sign, of a size and design to be selected by the Collector, suitable to be displayed upon his wagon, on which shall be printed, "Country Grower's License No. —," giving the date of the license, and said design shall be displayed on his wagon in a conspicuous place. Any person desiring to avail himself of the provisions of this Section shall present to the Collector of Water Rents and Licenses a statement, subscribed and sworn to before a Notary Public or a Justice of the Peace, personally acquainted with such person, in which statement shall be given the name and post-office address of the applicant, the location of the land from which his fruits, vegetables and other perishable articles are to be produced, whether the applicant is the owner thereof or the renter, and, in the latter case, also the name of the landlord or owner, and the time for which the lease is to run; also that the applicant intends to use said license, and the sign hereinbelow provided for, himself, personally or by agent, for the sale of his own produce only, and will not permit the same to be used by any third party or for sale of any produce except his own. Said statement shall have the certificate of a justice of the peace or a notary public appended thereto, certifying that it was subscribed and sworn to by the applicant in his presence, and also certifying that he is personally acquainted with the applicant and with the property referred to, and personally knows the facts stated in the affidavit to be true. Any person failing to display said sign on his wagon in a conspicuous place or making any false statement in such affidavit or permitting the license or sign thereby obtained to be used in the sale of any produce, except produce grown by him on the land mentioned in said affidavit, shall be subject to a fine of not less than five dollars (\$5.00) nor more than fifty dollars (\$50.00), to be collected as other fines provided for by ordinance are collected.

"Hucksters License" Ordinance.

The following are the provisions of the "Hucksters License" Ordinance:

"50. It shall not be lawful for any person or persons, or firm, to sell or offer for sale in the streets and highways of Baltimore City, any fresh fruits, vegetables or other perishable articles, without having first obtained from the Collector of

Water Rents and Licenses of Baltimore City, who is hereby authorized to grant the same, a license, which said license is to expire on the first day of January succeeding the date of its issue."

"51. Any person or persons desiring to sell fresh fruits, vegetables or other perishable articles from any wagon in the streets or highways of Baltimore City shall apply to the Collector of Water Rents and Licenses of Baltimore City for a license therefor and shall pay to said Collector of Water Rents and Licenses the sum of five dollars (\$5.00); and any person or persons desiring to sell fresh fruits, vegetables, or other perishable articles from any basket or push cart in the streets or highways of Baltimore City, shall apply to the Collector of Water Rents and Licenses of Baltimore City for a license therefor, and shall pay to said Collector of Water Rents and Licenses the sum of two dollars (\$2.00)." No license shall be issued for a part of a year.

"52. Each wagon shall be attended by not more than two men, and such person shall conspicuously wear a badge to be supplied by the Collector of Water Rents and Licenses, and to be numbered in conformity with the number of the license on the wagon from which they and each of them are selling; and each basketman and push-cart man shall also conspicuously wear a badge to be supplied by the said Collector of Water Rents and Licenses. And said badge shall be numbered to correspond with the number of his license.

"53. Any person or persons selling or offering for sale, the articles named in section 51 of this Article, without first having obtained the license and wagon number, as provided for in said section 51, shall forfeit and pay a fine of five dollars for each and every offence; and any person or persons neglecting to conspicuously display the badge, as provided in section 52 hereof, shall, forfeit and pay a fine of one dollar for each and every offence, and the fines and moneys received from the licenses named in said section 51 are to be deposited with the Comptroller to the credit of the City of Baltimore."

"Section 2. And be it further ordained, That the Collector of Water Rents and Licenses be and he is hereby authorized to refund to any person or persons who may have paid a license to sell fresh fruits, vegetables, etc., from a wagon, under Section 51 of Article 41 of the Code of 1906, for the year 1912, the excess which such person may have paid over five dollars (\$5.00); and the Collector of Water Rents and Licenses is also authorized to refund to any person or persons who may have paid a license to sell fresh fruits, vegetables, etc., from a basket or push cart, under Section 51 of Article 41 of the Code of 1906, for the year 1912, the excess which such person may have paid over two dollars."

Licenses for Poor Women.

Collector Loden has also been confronted recently with several cases in which women were improperly using licenses intended only for those who are bona fide poor and are self-dependent. Licenses of this kind have been found in the hands of women who had no legal nor just right to operate



DANIEL J. LODEN,
Collector of Water Rents and Licenses.

under them. As a consequence, Collector Loden, in cases where the improprieties were discovered, exercised the right given him by law and revoked the licenses. He expects to continue these revocations in all instances where improper uses are reported to him.

Activities of the Department Generally.

The Department of the Collector of Water Rents and Licenses is a busy one. There is a variety of activities lodged in the department, little suspected by the public. A somewhat long list of duties is imposed upon the Collector, which he handles, however, through systematic organization.

Mr. Daniel J. Loden is the "Collector" or head of the Department. All remittances in payment of Water Rents, Meter Bills and Licenses should be made payable to him. No receipt valid unless signed by either the Collector or Cashiers.

All water rents and licenses are due and payable annually in advance on the first day of January. Meter bills are rendered quarterly and should be paid within ten days thereafter.

Water bills not paid by the first day of October shall be collected in the same manner and subject to the same costs as the City Collector is or may be authorized to demand in collecting taxes overdue to the city.

No abatements shall be made on water rents for vacancies except in case where the Department is notified of date of vacancy and date of occupancy. A charge of one dollar shall be made for turning off and on, to be paid before water is turned off.

All bills in arrears may be deemed a sufficient reason for stopping the water until all the arrears are paid.

Whenever the water is stopped off for non-payment of water rents, one dollar shall be paid to the Collector of Water Rents and Licenses before the supply is turned on again.

The owners of property will in all cases be held responsible for the payment of water rates.

All persons using the city water without the knowledge of the Collector of Water Rents and Licenses and all persons permitting their neighbors to use the water without a written permit, will be subject to a fine of not less than \$1.00 nor more than \$3.00 for each offence.

No person or persons will be permitted to introduce the city water on his, her or their premises without the authority of the Collector of Water Rents and Licenses.

Any person tapping or causing to be tapped, any pipe belonging to the City or any private pipe connecting with the city pipe will be subject to a fine of twenty dollars.

All charges for water rates, exclusive of meter rates, shall be made for the current calendar year, and shall be due and payable yearly in advance.

General Offices.

The general offices are in Room 6, where water bills and licenses can be procured and paid.

Mr. James J. Scully is Chief Clerk; Mr. Otis C. Brownley is General Bookkeeper; Mr. A. Stanley Wier is Cashier.

This department has no authority to change or alter a water rate, but is charged exclusively with collections of all water rents, meter bills, permits and licenses.

The following list gives the kind and charge of the various licenses that are procurable through the Collector of Water Rents and Licenses and which are payable in the same department. The rooms of this department are on the ground floor, the first room of the suite being just to the right of the Fayette street entrance.

Dog, original, \$2; dog, renewal, \$1; tags, 25 cents; one-horse vehicle, \$2; two-horse vehicle, \$4; three-horse vehicle, \$6; four-horse vehicle, \$8; six-horse vehicle, \$12; hacks, \$5; cabs, \$3; package carts, \$1; replaced, lost, etc., 25 cents; O. E. A., \$2.50; pool table, each, \$10; billiard table, each, \$10; bagatelle table, each, \$10; bowling alley, \$50; scows, \$2; poles, \$2; cars, \$5; employment agency, \$25; pawnbrokers, \$2.00; entertainment, \$1 up, according to price of admission; entertainment, theatres, etc., \$50; coal oil, \$1; bacon, \$50; sausage, \$5; fruit, \$2; merchandise (women), \$5; gasoline stoves, \$10; vendor, wagon, \$5; vendor, basket, \$2.

New Supplies, and Meter Bills.

Mr. Matthew T. Valentine, Clerk, of the sub-department of meters, new supplies and meter bills is located in Room No. 4.

Application for change, or new supply must be made in writing from this office. Installation of meters, complaints of meter service, or errors in meter bills should be made direct to Mr. Ezra B. Whitman, Water Engineer, Room 204, within 5 days after receipt of meter bill.

COMMERCIAL AND RECREATION PIER.



COMMERCIAL AND RECREATION PIER.

THE so-called "Recreation Pier" is designed PRIMARILY FOR COMMERCIAL PURPOSES, for which the lower deck will be used. The RECREATION purposes are important but secondary.

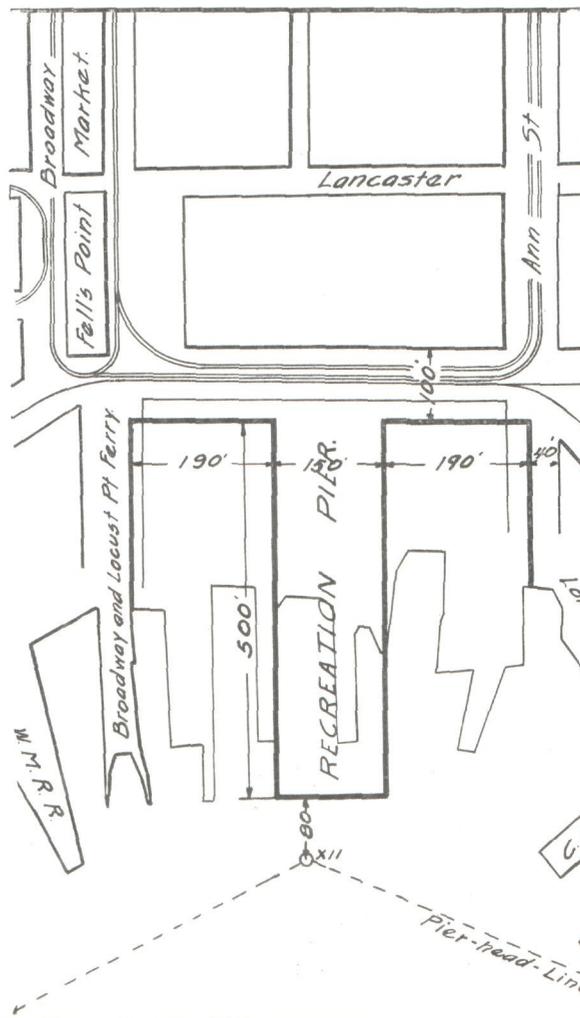
There will be a building at the head of the pier 140 ft. front and 86 ft. depth, back of which the lower deck will be covered with a shed of steel and reinforced concrete, the roof of the shed to form the floor of the Recreation Pier. Bids for this work were opened before the Board of Awards on Wednesday, July 30. Morrow Brothers were lowest bidders at \$239,000; Singer-Pentz Company next at \$242,768. But as the latter offers an earlier date in the matter of completion that fact may play an important part in the final award of the contract.

RECREATION PIER.

The area covered by the Recreation Pier is 75,000 square feet. The frontage on Thames Street is 150 feet and the depth 500 feet. The actual area covered by the building is 145 feet by 405 feet. There is an open deck at the end of the pier of 95 feet by 150 feet. The covered deck used for commercial purposes will have a length of 312 feet by depth of 135 feet. Above this deck will be the open promenade deck of the Recreation Pier provided with awnings and shelters somewhat in the manner of the great steel piers at Atlantic City.

The front portion of the building on Thames Street will be a two story structure 140 feet in width by 90 feet in depth. This building will have a first floor, mezzanine and second floor. On the first floor are located on either side of the main driveway offices in connection with the commercial pier, Harbor Master, freight offices, etc., together with toilet rooms, boiler room, fuel room, etc.

On the mezzanine additional office space is provided and on the second floor will be the large assembly hall with foyer and anti-rooms, toilet rooms etc., for the use of the public. This large assembly hall 40 feet in width and 84 feet in length opens on to the spacious stairways and runways, acceding to the floors below. At the end of the Recreation deck will be two large additional stairways for the public leading to the main deck of the pier.



The building is entirely of fire proof construction, of steel frame with brick walls and stone and granite trimmings. While simple in design it has a decorative effect in its mass and proportions and will be a distinctive landmark among the public buildings of Baltimore.

FACTS ABOUT PIER

THE large picture at the top of the page gives the front elevation of the building, which is designed to meet the requirements of a Recreation Pier. The purpose of the recreation end is to take care of the comforts and pleasures of the children and adults that may wish to take advantage of the opportunity of such recreation as will be afforded them by this improvement. There will be comfort stations, resting rooms, offices, etc., all of which have been provided for in the plans.

The substructure should be completed by December 1st, 1913, and the superstructure one year later.

The small plan in the middle of the page gives the plan of the location of the Commercial and Recreation Pier on Thames Street between Broadway and Ann Street. Thames Street is to be widened south a distance of 40 ft. and a pier constructed 150 ft. wide and 500 ft. long, with slips on either side of 190 ft., with a depth of water at the present time of 27 ft.

The pier is designed to provide for a depth of water in the slips of 35 ft. (when needed) which is sufficient to take care of the largest Transatlantic Liners. In the event that there is any demand for a greater length, the pier can be extended to the Port Warden's Line without interfering in any way with the company or companies that may be using the pier as completed.

This pier was made possible by the ratification of the \$2,000,000 Loan known as the Dock Loan of 1961.

The cost of the property was about \$400,000; cost of substructure, all of reinforced concrete and steel \$210,000.00, which covers the cost of construction of bulkhead on the east side of Broadway, west side of Ann Street, the repaving of Broadway south from Thames Street, Thames Street from Broadway to Ann Street and Ann Street south from Thames Street.



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IMMORAL TENDENCIES AND CITY GOVERNMENT.

NO SENSIBLE man dare deny the fact that good government is founded on good morals. The history of the world has long since demonstrated that loose morals produce lax government.

It is well for us at times to stop and consider the practical importance of such a statement. The average man is accustomed to making himself believe that all he need do is to keep his eye on the agencies or personnel of government, and good government will necessarily follow. There never was a more fallacious or deceptive idea. While it is true that good or bad governmental agencies will produce relatively good or bad government, as the case may be, there is a deeper phase to the whole problem, which is sometimes overlooked.

We said above that loose morals produce lax government. The application of the idea of "loose morals" is not confined to the agencies of government. Any man, with but a grain of common sense, knows that a city government, if operated by a cluster of morally depraved beings, would be viciously corrupt. Hence, the necessity of keeping a vigilant eye on city government, with the view of rejecting all atoms of moral putrescence.

But the duty of a citizen is not ended at that point. There is a larger duty than mere picket duty. Standing on guard at the ballot box is excellent in itself; but the masterful part of a citizen's task is inside the great social fabric itself. It is senseless to expect moral idealism in the operations of government, if the social body, which is the source of government, is morally cancerous all through and through. A thief is never shocked when he hears of breaches of the eighth commandment. Neither would a community cursed with a low moral idealism, be fittingly shocked at questionable practices in city or national government.

Everybody admits that society and government act and react on one another. When the moral sensibilities of a people are in active and effective play, the government of that people will reflect an elevated moral tone. If habits and practices prevail, however, which stupefy the moral conscience in the same way that cocaine deadens the physical body, it can be marked down as a certainty that government will begin to putrefy in proportion to the measure of moral delinquency.

Our own Baltimore people are childishly silly, if they permit themselves to think that the evil fate of other people can't overtake them. The same things that have overwhelmed other communities can overwhelm us.

Moral rottenness has, since the birth of man, been the main factor in sweeping communities into ruin. Once enthroned immorality, once displace sound conscience in order to make cynicism the social or community adviser, and you can mark it down as inevitable that general corruption will be the result.

Why these thoughts at this time and in this place? Let us look a little further and see.

Our community is not an isolated entity. It is one of the atoms in the great combination of communities that constitute the nation. We are unavoidably influenced by the moral undulations of the nation at large. An upward sweep carries us with it. A downward plunge is liable to plunge us too.

Is it not the duty, then, of a community to watch these changes with keen anxiety? Inasmuch as everybody admits that the moral idealism of our country is the life and hope of all phases of our government, ought not individual communities to be perpetually on their guard? If a weakening of moral idealism means an ultimate weakening in the units of our government, ought not every "patriot" in the land to become a moral soldier?

Remember, the encroachments of immorality are insidious. Improprieties and indecencies don't rush suddenly upon a community. Neither do they approach with loud acclaim. The approach is stealthy; the advance is gradual. The least offensive phase of an immoral tendency is always the first one to disclose itself. Not until the public has become familiar with this apparently inoffensive phase, and has foolishly begun to feel that it contains no harm—does the next and more dangerous development appear. And, then, like the sinister growth of a malignant cancer, the tendency grows and grows until it becomes alarming in its general bearings.

There is no surer evidence of the decline of moral sensitiveness than the absence of modesty and delicacy of feeling on the part of men and women. The most effective producer of moral loftiness of sentiment is sweetness and refinement in masculine and feminine relationships. Bold wantonness, suggestive of the carnal, is the deadly worm that eats the life out of moral standards. Healthiness and wholesomeness of sentiment can never flourish where masculine and feminine modesty is dying. A putrid atmosphere is certain to cause physical death. A putrid moral atmosphere is certain to produce degenerate results. Nor will the bad infection be limited in its reach. Like some vicious disease, it will permeate the whole social organism. The moral tissue will be corrupted all through and through.

A city or a nation cannot behold a more alarming moral symptom than the absence of delicacy of feeling on the part of men and women. The apparent death of modesty is sure proof that a dangerous moral condition is existent underneath. If permitted to continue uncorrected, the moral decomposition that is proceeding underneath will prove serious in its results. Immodesty is a surface evidence of bad underneath tendencies. That is why it should be viewed with anxiety.

It is senseless for the general social organism to denounce some of the immoralities of public government while the cancer of immorality is eating more viciously at its own vitals. If the moral tone of society at large is tending downward instead of upward, it will be sure to have its effect on the units of free government. The latter will be certain to reflect the former. The tone of government cannot escape reflecting back its moral environment. It may be possible to have a corrupt city government in the heart of a morally excellent people; but it will be utterly impossible to have an excellent city government in the midst of a morally corrupt people.

Is Baltimore Immune?

TO SOME people these sentiments may appear to be idle preachments. To some they may seem to be out of place here. Be they preachments, or be they out of place, they are none the less true. Baltimore is not different from other cities. While she luckily has escaped much of the wickedness of other cities, she is nevertheless peopled by similar human beings. We are just as likely as other cities to be caught in the maelstrom of indecent tendencies. Immoral waves sweep with tremendous power when once such waves get into active motion. Nor is any city certain of escaping from that sweep.

Note the signs of the times; read the daily and periodical press; listen to the appeals of high-toned men and modest women. There is no mistaking what you hear. There is no mistaking what you see. Even the rougher and grosser textured men are talking along the same lines. Everywhere people seem to be on inquiry. They are conscious of the loss of a precious jewel, and they are looking in all directions in the effort to find it. There is no sense in blinding one's eyes. There is no sense in mincing words. The fact is in the air. We almost feel it as we move around.

Come now, let us ask a plain question? What think you of the aspect of certain social practices? Deep down in your heart of hearts, don't you feel that some of the old-time, highly-honored, elemental modesty—the very essence of social morality—is slipping away? Is there a father who feels easy when he knows that his daughter is floating in such an atmosphere? Is there a mother who longs to see her son gather his ideals from the midst of such conditions? If the secret heart would but unburden itself; if the pent-up anxiety would but voice its feelings—there would burst into sound such a blast of bitter protest that immodesty would quickly hasten to cover up her nakedness.

Remember, immodesty is not of itself the quintessence of immorality. But it is the sure symptom of a bad tendency. We all know what bad tendencies mean if they are not checked. Indecencies,

if not corrected, grow worse; never better. Like poisons, they find their way corruptingly into the social organism, tainting and rotting more and more of that organism's parts. No sensible surgeon would advise the ignoring in a patient of a gangrened spot. Nor can any lover of a sound, healthy moral community ignore a bad social symptom. Loose morals are deadly. Better, by far, have an excess of Puritanism than be damned in the end by a lack of purity.

Baltimoreans are ambitious to secure for themselves the best city government attainable. Each progressive step made in that direction evokes from ourselves a self-complacent boast. And said boast is perfectly justifiable. The nearer any city makes its municipal government approximate perfection, the more and more has that city the right to be proud of itself. Baltimoreans detest bad municipal government in other cities. That is one reason why Baltimore's average of municipal government is somewhat high. Our detestation of the bad in others makes us strive for the good in ourselves.

If it is a commendable boast that we despise bad tendencies in city government, how much the more would it be to our credit if we despised all moral tendencies that threaten the sweetness of community purity! There is no more reason why Baltimore should follow the questionable fashions and pleasures of other communities than that she should adopt the vicious municipal practices and operations of some of our corrupt cities. Baltimore owes it to herself to repudiate everything that is bad. If it be true that loose community morals make a lax city government, Baltimore should attack every symptom of loose morals.

The attitude of men towards women is one of the most important of those controlling factors that fix the moral standard of a community. You can judge a city sometimes by the attitude of her men. Our city has long enjoyed a reputation for gallant chivalry. That chivalry has not been, and it cannot be, a matter of mere manners. It must be substantive. In Baltimore it has been the outgrowth and flowering of that respectful deference and sincere reverence which have been constantly demanded and generally merited by our modest, motherly women. God forbid that any tendencies or practices or pleasures should destroy that respect! Much of man's moral nature is dependent upon his attitude towards women. Hence, the importance of meriting and commanding from men a profoundly sincere respect. Such an attitude is the saving grace of social purity; and social purity is the basis of community morality. Find a community of highly sensitive, modest women, and there you will find a high standard of morality. Find a community of high-standard morality, and there you will find the elements of good city government.

THINK THIS OVER.

THE following quotation is taken from the "Memphis Commission Government" the regular monthly issued by the municipal authorities of that city:

"The task that confronts the public official is an arduous and oftentimes a thankless one.

"Be he ever so conscientious; be he ever so faithful to his trust; be he ever so earnest in his desire to always do that which appears to be the best thing for the community, as a whole, there are always those who are awaiting an opportunity to criticize and condemn the public official for the slightest mistake. There is the disappointed office-seeker and the unsuccessful job hunter, neither of whom will ever give credit for anything the public official may accomplish.

Unlike the private official, the public official must steer clear of mistakes if he wishes to "make good" in his public career. True, both are human beings, one as likely to err as the other, but THE RULE THAT APPLIES TO THE PRIVATE OFFICIAL DOES NOT TOUCH THE PUBLIC OFFICIAL AT ALL. There is no such thing as forgiveness if the public official makes a mistake, whether it be a large or small one, an honest or dishonest one.

BUT WHAT ABOUT THE PRIVATE OFFICIAL'S MISTAKES?

The banker makes bad loans occasionally, and is promptly forgiven by the bank's stockholders.

Officials of big mercantile establishments frequently make mistakes which cost money, in extending credit to unworthy people, etc.

WHY THIS DIFFERENCE BETWEEN THE PUBLIC OFFICIAL AND THE PRIVATE OFFICIAL?

The answer is plain.

The business of the private official is private business, and the business of the public official is public business. The private official may make a mistake, and, aside from those directly concerned, no one is the wiser. Let the public official slip a cog and everybody knows it almost as soon as it happens. In the meantime it has been magnified and distorted by his public enemies who have their own selfish ends to serve. His good deeds, even though they be legion, count for nothing when measured against the most insignificant mistake.

CROWD WAITING THEIR TURN FOR SWIMMING IN FRONT OF PATTERSON PARK FIELD HOUSE ON A HOT DAY



Twelve hundred have been in the swimming pool at one time; 5,540 patrons have used the pool in one day.



VIEW OF PATTERSON PARK SWIMMING POOL ON A HOT DAY.

Over 5,000 persons have bathed here in one day. This is the largest artificial pool in the United States, having a length of 655 ft. and a width of 335 ft. It is oval shaped, and contains three acres of water surface and 5,000,000 gallons of water constantly renewed from the City mains. During the swimming season of 1912, 165,000 persons used the pool and during the present year the record promises to be still larger. There are public bathing pools in parks in American and foreign cities; but in no city is the combination of park, sandy beach, and extensive lake superior to the pool shown above.

BUNCH OF BREVITIES ABOUT MUNICIPAL MEN AND MATTERS.

AN ITEM of great interest to the public and of great practical value to the residents in certain sections of the city, is involved in the proposed plan to start a campaign in favor of establishing a chain of small parks through the various congested localities of the city. The Mayor's well-known attitude of friendship for the poor makes him a natural advocate of the proposition, provided the public is ready and willing to finance the idea graciously. The experience of other cities has demonstrated the immense value of such parks.

The idea does not involve the establishment of anything in the nature of large or strictly ornamental areas. The main theory is the acquirement of small areas, about the size of the average city block, right in the heart of those localities where the only apparent open spaces are the public streets and the little back yards. These small parks are not intended to be beauty spots in the sense that they are too precious to be used. On the contrary, they are supposed to be the gathering points where adults and children can congregate and plunge into all the comforts and frolicsome pleasures that such open breathing spots will afford. There should not be an inch of ground or a blade of grass too holy for the little feet of playing children to press down in their healthy romps and recreations.

Health officers, the world over, tell us that such open areas in the congested, poorer districts are veritable god-sends. There are thousands of Baltimore's citizens who seldom visit our larger parks. The family cannot afford to spend the car fare needed to carry father, mother and children to the park and back. As a consequence, many a suffering household, consisting of hard-working father, toiling mother and helpless, hopeless children, is doomed to spend a whole summer without relief from the hot streets and close back yards of the humble homes.

It seems a shame that a city spending hundreds of thousands of dollars a year for the development of its park system should forget the value of the small park idea. There are many spots in Baltimore where the placement of a small park would do more practical, helpful service than does any one large park in our whole much-boasted chain.

Despite the elegance and artistic completeness of a belt of beautiful parks, the most important purpose of a parking system is forgotten if genuine, practical service to the unfortunate poor is overlooked. Nearby breathing spots in a closely congested locality is worth fifty big areas at some distant point. The big park is a pleasure; the little park is a life-saver.

That is why Mayor Preston, in his anxiety to better the condition of the poor, is having this proposition studied with the view of making some recommendations.

City Councilman Spencer, of the Fourth Ward, is especially interested in the idea. He is an earnest advocate of the small park policy, and he wants to take up the proposition for Councilmanic consideration. The matter is likely to figure in this next fall's proceedings of the Council.

Specifications for furnishing the Department of Street Cleaning with thirty-inch handbrooms for a period of one year from August 21st, 1913; for cylinder brooms for a period of one year from August 8th, 1913, and for the removal of street dirt for a period of one year from August 8th, 1913, have been approved by the Board of Awards.

The ordinance for the condemnation and opening of Courtland Street between Franklin Street and Centre Street passed both branches of the City Council, before it adjourned, and has been signed by Mayor Preston. The condemnation for this improvement will be carried out by the Commissioners for Opening Streets in the same manner as that for other streets.

The new seven and a half ton auto garbage truck, which cost the city \$5,043, is being worked by Commissioner Larkins with great practical effect. During four days of the week, the truck collects garbage from twenty-six garbage carts which meet the truck at a regular garbage station. This collected garbage is carried by the auto truck to the scows at the water front, thus saving an average drive of three miles for each of said teams. This means a tremendous relief to the twenty-six horses which even under the best conditions are subjected to hard, straining work. During the other two days of the week, the truck takes the place of the two double wagons which formerly collected the garbage from hotels. On Saturday nights, the truck hauls refuse from the markets to the scows. This latter function of the truck is equivalent to the work of fourteen carts doing a half day's work for each team. It can be seen, then, that Commissioner Larkins is not only making the truck a great saver of valuable horse flesh; but, by his operations of the truck, he is adding largely to the efficiency of his department.

The Municipal Factory Site Commission is in correspondence with the representative members of the big Russian delegation, who will attend the large and important Refrigerator Congress, to be held in Chicago during September. The Russian delegation is investigating the problem of transportation under refrigerating conditions, with the probability of arranging to ship from this country to Russia all kinds of transportation refrigeration apparatus.

The Factory Site Commission is endeavoring to convince the Russian representatives that Baltimore is a particularly desirable port in which the proposed Russian operations can be handled. The elements are already here out of which to develop a first-class plant for the construction of refrigerator cars; and there is no better city on the Atlantic seaboard for the establishment of assembling plants within which all of the refrigerating apparatus and appliances can be fitted up for shipment to Russian ports.

The Factory Site Commission is forwarding some of its information through the State Department at Washington, with the view of reaching some of the controlling Russian authorities at St. Petersburg, in addition to interesting the delegation sent to the United States.

Mr. Frank Gilbert, Chairman of the Committee on Harbor, Docks and Terminals, Builders Exchange, has been in conference with Harbor Engineer Lackay relative to the most essential needs of the harbor. This Committee was recently appointed by the President of the Association to advise the members of the Builders Exchange as to the most urgent needs of the port and such recommendations as they see fit to make.

The Mayor has written to various brokers and other agencies thanking them for their efforts in the recent successful sale of City Stock. These efforts resulted in maintaining the price of the securities of the City on a parity with those of other great cities of the country, and in addition resulted in the saving of \$150,000 cash.

Commissioner of Street Cleaning William A. Larkins is greatly interested in trying to work out for his men a plan whereby they can and will be properly cared for in the event of sickness or accident. He feels that the establishment of a relief fund, supported financially by the men themselves would be efficacious. His working force is exposed more than any other force in the city government. As a matter of fact, the more severe and inclement the weather, the greater the demand for the department's activity and the greater the resultant departments activity and the greater the resultant demand for the services of the men. As a consequence of this exposure, the men are frequently and unavoidably on the sick list. Being mostly laboring men, on a per diem basis, the matter of sickness catches them unprovided for financially, and their families frequently have to suffer by reason of the lack of money and the lack of income during the period of sickness.

Mr. Larkins has been painfully distressed at many of the unfortunate cases he has met in his department, and he is anxious to put his men on a firmer and better basis. That is why he proposes to confer with the Mayor relative to presenting an ordinance which will authorize such action as will make a relief fund possible.

It just so happens that the first issue for August of the Municipal Journal falls on the first day of the month. If the practice of publishing the paper at intervals of every two weeks were followed at this time, it would produce three issues for the month of August. The Journal is intended as a semi-monthly. In order, therefore, to avoid three issues in one month, the next number of the Journal will appear at a date near the close of the month instead of on Friday two weeks from today.

The Appeal Tax Court contemplates introducing a series of important and effective improvements in the methods and systems connected with that department if its proposed plans meet the approval and support of the Mayor and City Council. The Court has under consideration various attractive innovations, some of which will be submitted to the Board of Estimates at the time the Court hands in its requisition for departmental appropriation for the fiscal year 1914. Much, as to what the Court will undertake, will depend upon the amount of money at the Court's disposal for improvement purposes.

City Surveyor, W. O. Atwood, is making surveys for opening Spring Garden Avenue from Hanover to Light Street, also of Luzerne Street from Union Railroad to Biddle Street.

Several of the municipal departments, at the instance of the Mayor, have been examining their departmental system of accounts and operations, with the view of seeing whether said system is perfectly satisfactory or whether it needs modifications in order to add to its efficiency. The Mayor is anxious to introduce progressiveness into the departmental systems, as well as efficiency into the methods of operations. He has already served notice on the departmental heads that the antiquity of a system does not make it too precious to improve. He has likewise served notice that nobody is to rest satisfied with the precedent of former administrations if some better way of handling the public business can be discovered now. In brief, he wants to modernize the affairs of the City Hall so as to make the municipality an effective, up-to-date city government, with the most approved business methods and systems.

He has already been informed by some of the departmental heads as to the defectiveness of the present systems. Most of these systems are the result of slow evolution, having been built up from time to time by successive departmental chiefs without any attempt at radical or far-reaching innovations. Generally speaking, the systems have been reasonably satisfactory. Expert accountants have, at different times, commented favorably on the practical results. That does not alter the fact, however, that something better is discoverable. Recent municipal experience in different parts of the world has developed some new and very valuable systems of accounting and some very sensible and practical methods of departmental operation. This the Mayor knows, and this the Mayor desires to see introduced into the present city government up to the limit that the same can be effectively done.

Those who know, however, realize that certain innovations cannot be made except at more or less expense. These possible innovations are not matters of changing the form or structure of the city government. They are matters of bookkeeping and of systematizing departmental operations. Wherever the Mayor has found it possible to thrust in some method or agency of improvement which he thought would be for the public welfare and convenience, he has not hesitated to do so. It is difficult, however, in some cases to let the public understand the full measure of advantage which would accrue in the event certain radical changes were introduced into the internal plans and systems of some of the departments. It would cost money to make these changes. The Mayor knows this. At the same time, he knows the desirability of these very departmental improvements. That is why he is gathering information all along the line, with the view of unfolding to the public his own findings and recommendations. The question, after all, will narrow down to a proposition of expense. Will the public approve the cost of making such improvements?

In conformity with an action of the Board of Estimates, the Topographical Survey Commission is now engaged in preparing a new map of the city. The main idea in this is to eliminate duplicate map work by the various departments, and it is intended to serve more as a reference map, on which each department can outline its own work. The map is being made in six sections, on the scale to present clearly the street system. All railroad lines will be shown, but neither the street railway lines or improvements of any kind falling in the beds of streets will be shown, for the object is to leave the streets as clear as possible for each department's own work. The Park areas will all be outlined and all waterways shown. The official street plan for the Annex will be incorporated on it, and the correct names of streets as adopted by ordinances will be used, and altogether every effort will be made to make it an up-to-date map.

New specifications for purchasing lead by the Water Department will be drawn and as soon as they are completed bids will be asked for for furnishing lead to the Water Department during the rest of the year.

There has been considerable protest against the old form of the specifications by some of the lead dealers, and the matter is being thoroughly investigated, and the lead specifications from a number of large cities in the country have been secured, and a number of tests are being made at the Municipal Laboratory. It is expected that the new specifications for lead will be as complete as any in the country, and at the same time give any dealer who can furnish lead of the desired quality an opportunity to bid.

Mr. C. Ernest Beck, of Cristobal, Canal Zone, Panama, has requested that a copy of the Municipal Journal be sent to the Y. M. C. A. Club House, at Cristobal, in order to satisfy the request of Baltimoreans who have seen the copy he is receiving, and who are anxious to read it.

BUNCH OF BREVITIES.

The only bid received for coal at the Eastern Pumping Station was from the George's Creek Coal Company, and with the permission of the Board of Awards this bid was withdrawn, as it was not made out in the regular form. The coal of the low bidder for the Mount Royal Pumping Station has proven unsatisfactory under service tests and the Water Department will, therefore, readvertise for the coal to be supplied to these two pumping stations until May, 1914, and new contracts for the coal to be supplied to these two stations will be let.

In connection with the Filtration Plant, contract has been drawn for supplying current for power purposes and the contract for the pumping machinery will be advertised and let as soon as a satisfactory contract for the electrical current is agreed upon. There will also be a contract for the electric equipment in connection with the Filtration works and during the first part of August a contract for the pumping station substructure and head-house substructure will be let. It is also expected that the contract for the filter equipment will be advertised before the middle of the month.

Sealed proposals addressed to Daniel J. Loden, Collector of Water Rents and Licenses, marked "Proposals for Dog Licenses," will be received at Mr. Loden's office until 11 o'clock A. M., Wednesday, August 27th, 1913, for furnishing:

Twenty-five thousand (25,000) German Silver Dog Licenses. Thickness of metal, 16 gauge (Brown & Sharp). The licenses are to have an obverse and reverse inscription of raised letters, adornments and plain raised border around the edge of license, as shown in drawing. The licenses are to be consecutively numbered from 1 to 25,000, with sunken numerals 1-8 of an inch in height. 3-16 of an inch from the top of the licenses is to be a 3-32 of an inch hole. Each license is to be suspended from double-loop brass link made of 1-16 of an inch wire. The loop holding the license is to be closed; the other is to be left open.

The delivery of license tags to be made not later than October 1st, 1913, packed securely in a sealed case, and to be put up threaded on wire, in paste-board boxes, 100 in each box, to be plainly marked showing numbers of licenses contained therein, running from No. 1 to 25,000 consecutively.

Before the stamping of the tags is commenced two sample impressions in lead from the dies are to be submitted to the Collector of Water Rents and Licenses for approval.

All the dies used, except numbering dies, are to be delivered to the Collector of Water Rents and Licenses when tags are delivered.

Mr. McCay, Mr. Lackey and Mr. Vandevender, and a committee of three from the Lumber Exchange, met recently at Center Pier, Back Basin, to look over the complaints filed by the Lumber Exchange, with the idea of remedying the same. The driveway in the center of the pier has from time to time been repaved, the new work being placed on top of the old pavement, until the center of the pier has finally been raised to an elevation of from two to three feet above the elevation of the wall. The new paving is vitrified brick, which does not give the necessary toe-hold to a horse to pull a load of lumber up the incline between the street and way, and it was generally agreed that the only means of remedying the conditions would be by filling the space between the wall and street adding to the height of wall to retain the fill. The Board of Estimates authorized Mr. McCay and Mr. Lackey to take up with the Lumber Exchange their contention and to report back to the Board of Estimates our findings. Mr. Lackey's recommendation after the interview with the Lumber Exchange and a visit to the pier with them, was that the wall on either side of the pier be raised to an elevation of about one-half foot lower than the center of pavement located in the center of pier and that the pier be filled in from the pavement to the top of the new proposed wall. At the invitation of Mr. McCay the committee from the Lumber Exchange were present at a meeting of the Board of Estimates on July 22nd, when the matter was discussed. The matter is now being further investigated to see how best it can be satisfactorily handled.

Mr. A. F. Dressel, of Dressel-Rauschenberg & Co., agents of the Holland-American Line, have conferred with Harbor Engineer Lackey in reference to the possibility of their increasing the size of the vessels of their line operating in this port. The vessel "Oosterdyk" left this port on the morning

of July 4th, drawing 31 feet ten inches, which, to Mr. Lackey's best knowledge, is a greater draft than any vessel that has left this port.

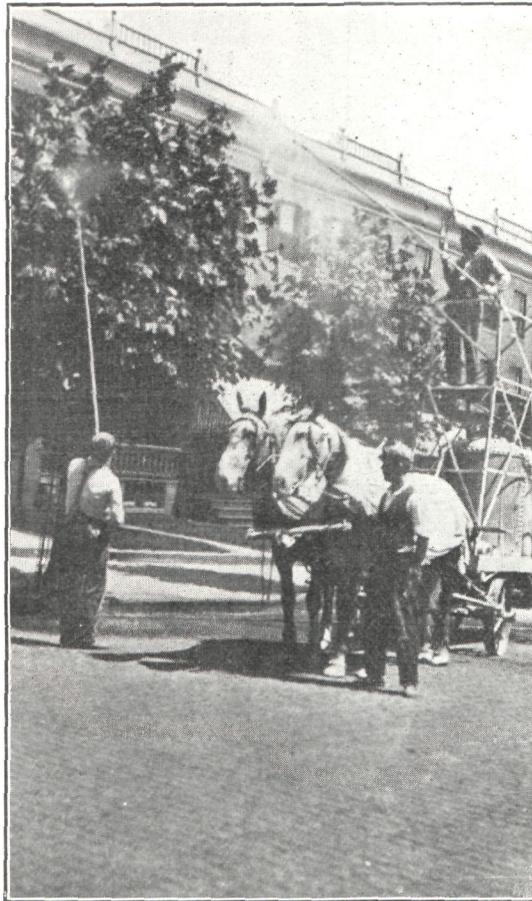
The Oosterdyk is one of the largest draft vessels to have cleared at this port. It is the desire of the Holland-American Line and the other Trans-Atlantic lines, to have placed in service at this port larger vessels, as the commerce of the port is increasing, and they feel justified in asking their companies to give them larger vessels for the Baltimore trade.

Baltimore is advertised as having a thirty-five foot channel, six hundred feet wide, to the Capes. This is but partly true, the thirty-five foot channel ends at Lazaretto; from Lazaretto the channel leading to the piers at which the Trans-Atlantic liners dock is only thirty-one and one-half feet deep, and they are now demanding of the Harbor Board that the channel from Lazaretto to their piers be dredged to a depth of thirty-five feet, which is a very just demand, and must eventually be met. Mr. Lackey is making plans and working on estimate of cost of deepening the present 30-foot channel from Lazaretto to the piers of the Pennsylvania and Baltimore and Ohio Railroads.

The Appeal Tax Court was unable this year to carry out its proposed plan to publish the individual property assessments. No money was available this fiscal year to meet the cost of the publication. The Court intends, however, to work out a complete proposition for next year and will present the same this fall to the Board of Estimates for approval. If the Board and the City Council grants the required appropriation, the Appeal Tax Court will begin the publications in 1914, presenting the properties individually, by city blocks, in form somewhat like that published by way of example in the Municipal Journal of March 28th.

The contract for the piers and abutments for Bridge No. 1, at Loch Raven, has been completed, and these piers and abutments are ready for the steel superstructure, which is rapidly being manufactured in the shops of the Roanoke Bridge Company.

CITY'S SPRAYING OUTFIT.



THE accompanying illustration shows the Forestry Department spraying outfit in operation. This machine has been in operation for several weeks and very satisfying results are being obtained. Several thousand trees have already been sprayed in the city's annex.

The Bag or Basket worm is the worst pest to contend with, while various forms of caterpillars such as the Tussock Moth Larvae and the Fall Web Worm are found. Stomach poisons are used in the fight against these leaf-eating insects. The machine will also be operated in the winter months to rid the city of scale insects.

PROGRESS OF PAVING WORK.

THE following is a report of the paving work ordered for the week starting July 28th, 1913:

Contract No. 14—Lanvale from Ensor to Broadway. Oliver from Ensor to Lamont. Valley from Chase to Hoffman. Ensor from Chase to Lamont.

Contract No. 26—Central from Oliver to Pratt.
Contract No. 27—Central from Pratt to Lancaster.
Contract No. 34—Monument from Fallsway to Ensor.

Contract No. 36—High from Hillen to Front.
Contract No. 39—Smallwood from Baltimore to Fayette.

Contract No. 40—McMechen from McCulloh to Park Ave.

Contract No. 42—Madison from Fallsway to Greenmount. Cheapside from Water to Pratt.

Contract No. 43—Fayette from Broadway to Luzerne.

Contract No. 44—Patterson Park Ave. from Pratt to Preston.

Contract No. 47—Greene from Baltimore to Lexington.

Contract No. 48—Lombard from South to Gay.
Contract No. 50—Fort Ave. from Lawrence to Ft. McHenry.

Contract No. 51—Calvert from Saratoga to Pleasant. Preston from Cathedral to Guilford.

Contract No. 52—Preston Br. over Jones Falls to Valley. Park Ave. from Laurens to North Ave. Guilford from Bridge to Lanvale.

Contract No. 53—Sharp from Hill to Ostend.

Contract No. 54—Linden from Biddle to Dolphin.
Contract No. 55—Harrison from Baltimore to Gay.

Contract No. 56—West from Light to Riverside.

Contract No. 57—Central from Fawn to Fayette.
Contract No. 59—McMechen from Park Ave. to Malster. Sherman Place from Lanvale to North Ave.

Contract No. 62—Biddle from Calvert to Guilford. Presstman from Druid Hill Avenue to Linden. Bloom from Pennsylvania Avenue to Eutaw Place.

Contract No. 63—Courtland from Saratoga to Franklin.

The following is a report of the paving work ordered for the week starting July 21, 1913:

Contract No. 14—Lafayette from Aisquith to Broadway. Lanvale from Ensor to Broadway. Oliver from Ensor to Lamont. Valley from Chase to Hoffman. Ensor from Chase to Lamont.

Contract No. 26—Central from Oliver to Pratt.
Contract No. 27—Central from Pratt to Lancaster.

Contract No. 34—Monument from Fallsway to Ensor.

Contract No. 36—High from Hillen to Front.

Contract No. 39—Monroe from Eagle to Bridge over B. & O. Smallwood from Baltimore to Fayette.

Contract No. 40—McMechen from McCulloh to Park Avenue.

Contract No. 42—Madison from Fallsway to Greenmount. Cheapside from Water to Pratt.

Contract No. 43—Fayette from Broadway to Luzerne.

Contract No. 44—Patterson Park Avenue from Pratt to Preston.

Contract No. 47—Greene from Baltimore to Lexington.

Contract No. 48—Lombard from South to Gay.
Contract No. 50—Fort Avenue from Lawrence to Fort McHenry.

Contract No. 51—Calvert from Saratoga to Pleasant. Preston from Cathedral to Guilford.

Contract No. 52—Branch over Jones Falls to Valley. Park Avenue from Laurens to North Avenue. Guilford from Bridge to Lanvale.

Contract No. 54—Linden from Biddle to Dolphin.

Contract No. 56—West from Light to Riverside.

Contract No. 57—Central from Fawn to Fayette.
Contract No. 59—McMechen from Park Avenue to Malster. Sherman Place from Lanvale to North Avenue.

Contract No. 62—Biddle from Calvert to Guilford. Presstman from Druid Hill Avenue to Linden. Bloom from Pennsylvania Avenue to Eutaw Place.

The Municipal Record of San Francisco, the weekly paper published by that enterprising California city, in its issue of July 17th reproduces two articles taken from the Municipal Journal of Baltimore. Both quoted articles contain data showing the progressiveness of Baltimore. In this way the Municipal Journal is advertising this city far and wide.

NEW PAVING COMPLETED.

The Municipal Journal Here Gives a List of All the Stretches of Improved Highways Which Have Been Made Smooth by the Paving Commission, and Which Are Now in Use.

Bolton from Hoffman to Lafayette; Sheet Asphalt. Hoffman from Eutaw to Brevard; Sheet Asphalt. Dolphin from Brevard to Mt. Royal Ave.; Sheet Asphalt. Preston from Eutaw to Cathedral; Sheet Asphalt; Brevard from Cathedral to Dolphin; Sheet Asphalt. Hoffman from Greenmount Ave. to Eden; Hoffman from Caroline to Bond; Biddle from Jones Falls to Bond; Aisquith from Harford Ave. to North Ave.; Harford Ave. from Ensor to Oliver; Bond from Biddle to North Ave.; Sheet Asphalt. Eager from Broadway to Chester; Madison from Broadway to Patterson Park Ave.; Jefferson from Aisquith to Broadway; Jefferson from Wolfe to Patterson Park Ave.; Chester from Monument to Ashland Ave.; Chester from Eager to Chase; Chester from Orleans to McElderry; Sheet Asphalt. Eager from Jones Falls to Homewood Ave.; Eager from Ensor to Broadway; Madison from Gay to Broadway; Harford Ave. from Forrest to Ashland Ave.; Bond from Madison to Gay; High from Hillen to Lexington; High from Fayette to Baltimore; Front from Hillen to Gay; Conway from Sharp to Light; Aisquith from Monument to Ashland Ave.; Sheet Asphalt.

Biddle from Bond to Broadway; Harford from Oliver to North Ave.; Vitrified Block. Madison from Greenmount Ave. to Central Ave.; Ensor from Gay to Ashland Ave.; Aisquith from Orleans to Monument; Vitrified Block. Camden from Hanover to Charles; Barre from Sharp to Charles; Granite Block.

Harford Ave. from Ashland Ave. to Ensor; Ensor from Ashland Ave. to Harford Ave.; Chester from Ashland Ave. to Eager; Granite Block. Constitution from Front to Monument; Bond from Gay to Biddle; Granite Block. Lanvale from Caroline to Spring; Lanvale from Bond to Broadway; Lafayette Ave. from Aisquith to Broadway; Bituminous Concrete.

Collington Ave. from Ashland Ave. to Orleans; Montford Ave. from Baltimore to McElderry; Milton Ave. from Baltimore to McElderry; McElderry from Duncan to Milton Ave.; Chester from Lombard to Baltimore; Lombard from Chester to Patterson Park Ave.; Sheet Asphalt. Caroline from Hoffman to Chase; Caroline from Oliver to North Ave.; Lombard from Fremont Ave. to Paca; Penn from Pratt to German; Greene from Lombard to Baltimore; Eden from Madison to Lanvale; Pine from German to Saratoga; Sheet Asphalt.

Preston from Valley to Gay; Hollins from Fremont Ave. to West; Vitrified Block. Sharp from Camden to Hill; Oliver from Mt. Royal Ave. to Al. west of Md. Ave; Granite Block. Jenkins Alley from Preston to Hoffman; Mason Alley from Preston to Hoffman; Vitrified Block.

Homewood Ave. from Eager to Chase; Forrest from Eager to Chase; Holbrook from Hoffman to Lamont Ave; Rutland Ave. from Eager to Gay; Jefferson from Patterson Park Ave. to Milton Ave.; Orleans from Patterson Park Ave. to Milton Ave.; Sheet Asphalt. Dover from Eutaw to Hopkins Place; Lemmon from Greene to Fremont Ave.; Vitrified Block. German from Penn to Fremont Ave.; Vitrified Block. Forrest from Lexington to Orleans; Vitrified Block. Guilford Ave. from Lanvale to North Ave.; Vitrified Block. Paca from Baltimore to Pratt; Granite Block. Central Ave. from Oliver to Pratt; Vitrified Block. Central Ave. from Eastern Ave. to Lancaster; Vitrified Block. Kenwood Ave. from Baltimore to Fairmount Ave.; Bituminous Concrete.

Balderston from Light to Charles; Perry from Bedford to Charles; Granite Block. Linden Ave. from Dolphin to North Ave.; Park Ave. from Lanvale to Lafayette Ave.; Sheet Asphalt. McCulloh from Lafayette Ave. to North Ave.; Lanvale from Linden Ave. to Park Ave.; Lanvale from Madison Ave. to Eutaw Place; Richmond from Cathedral to Howard; Park Ave. from Lafayette to McMechen; Mulberry from Fulton Ave. to Monroe; Castle from Fayette to Madison; Sheet Asphalt.

East from Front to Low; Granby from Jones Falls to Exeter; Low from East to Aisquith; Front from Baltimore to Lombard; Vitrified Block. Exeter from Baltimore to Lombard; Exeter from Fayette to Low; Exeter from Gay to Front; Granite Block. Colvin from Gay to Front; Buren from Madison to Truxton; Truxton from Buren to Warden; Warden from Truxton to Eager; Vitrified Block. Front from Exeter to Forrest; Granite Block. Bolton from Lafayette Ave. to North Ave.; Moshier from McCulloh to Park Ave.; Bituminous Concrete.

Frederick from Lexington to Pratt; Davis from Lexington to Bath; Water from Gay to Market Place; Vitrified and Granite Block. Smallwood from Baltimore to Fayette; Mt. Vernon Place from St. Paul to Charles; Monroe from Eagle to Bridge over B. & O.; Vitrified Block. Bethel from Lancaster to Pratt; McMechen from McCulloh to Park Ave.; Brentwood Ave. from Biddle to Preston; Vitrified and Granite Block. Chester from Lombard to Pratt; Collington Ave. from Baltimore to Pratt; Lombard from Chester to Washington; Madison from Charles to Cathedral; Bituminous Concrete. Cheapside from Water to Pratt; German from Paca to Penn; Granite and Vitrified Block. Patterson Pk. Ave. from Pratt to Ashland Ave.; Oliver from Guilford Ave. Broadway; Sheet Asphalt and Bituminous Concrete. Laurens from Eutaw Place to Linden Ave.; Laurens from Penna. Ave. to Druid Hill Ave.; Mount from Laurens to Riggs; Division from Lafayette Ave. to Moshier; Sheet Asphalt and Bituminous Concrete.

Charles from Barre to Hill; Commerce from Baltimore to Lombard; Vitrified Block. Greene from Lexington to Baltimore; Fayette from Pine to Paca; Vitrified Block. Commerce from Lombard to Pratt; Granite Block. Saratoga from Calvert to Gay; Frederick from Lexington to Gay; Exeter from Fayette to Baltimore; Granite Block.

Fort Ave. one side from Lawrence to Andre; Sheet Asphalt. Calvert from Saratoga to Pleasant; Maryland Ave. from Chase to Preston; Maryland Ave. to Bridge P. R. R. to North Ave.; Preston from Cathedral to Guilford Ave.; Biddle from Cathedral to Maryland Ave.; Biddle from Maryland Ave. to St. Paul; Sheet Asphalt and Bituminous Concrete. Moshier from Park Ave. to Mt. Royal Ave.; Sheet Asphalt and Bituminous Concrete.

BOARD OF ESTIMATES.

SESSION, JULY 22.

The Board authorized the Superintendent of Lamps and Lighting to purchase a total of forty luminous arc lamps from the General Electric Company without advertising and awarding through Board of Awards as same is a patented article.

The Board had under discussion the subject of widening Cross treet, between Howard Street and Plum Alley, the sense of the Board being that the City will proceed with the widening as contemplated, it being considered that the B. and O. would be liable for benefit.

The Board discussed the proposition of purchasing property at Stiles Street and Central Avenue for account of No. 2 School, \$18,000 having been asked for the property. Mr. McCosker having stated he thought it was worth about \$10,000, although the Mayor thought it was worth more. This property is now in process of condemnation and the sense of the Board, was that it would be well to acquire the property by purchase if it could be obtained for \$15,000 to \$16,000. An appropriation will have to be made in the Ordinance of Estimates for the year 1914 to pay for the property.

SESSION, JULY 29.

The Board agreed to assume on the part of the city one-third of the cost from the centre of the street to the building line of all sidings leading from the City's tracks on the Key Highway to warehouses adjacent thereto.

BOARD OF AWARDS.

SESSION, JULY 23.

Contracts were awarded for the following departments:

Water Engineer: For Drayage from B. & O. R. siding near Harford Road to site of Filtration Plant at Montebello to Peddicord Sons Transfer Co. Bid \$1.40 per ton.

Collector of Water Rents and Licenses: For 48,050 stamped tin license plate to The J. F. W. Dorman Company. Bid \$1,047.

Commissioners for Open Streets: For Contract No. 125 to The Warner-Quinlan Co. Bid \$18-127.50. Bids on Contract No. 124 rejected.

SESSION, JULY 30.

Contracts were awarded for the following departments:

Harbor Board:—For Repairs to Pier foot of Caroline Street to Singer-Pentz Company.

Commissioner Street Cleaning:—For disposition of street sweepings to Arundel Sand & Gravel Company. For 30-inch hand brooms to Fred. Beck and Company. For cylinder brooms to Fred. Beck and Company.

NEW BUILDING AT BAY VIEW.

The finishing touches to the New Service Building at Bay View Asylum are about completed, and the building will, in all probability, be ready for occupancy around the first part of August.

This large building has two stories with a basement. It is a brick structure, fire-proof throughout, with floors of cement. In the basement is the bakery, ice plant, refrigerator boxes and store room, from which the goods are issued daily to the various departments. The bakery is modern in every detail, with ovens and latest improved machinery, consisting of dough mixer with capacity of three barrels of flour, loaf moulding machine, loaf dividing machine, egg and cake mixer, flour sifter and water tempering and measuring tank; all of which is run by electricity. A flour storage room and bread room connect with the bakery. On the first floor is the kitchen, preparation room and sculleries. The kitchen is fitted up with modern steam kettles, vegetable steamers, six gas ranges, meat cutter and vegetable parers, so that in the future, food can be cooked in a more varied style than heretofore. On the first floor, also, is the large dining room for women and a smaller one for male chronics, who are unable to ascend the stairs.

On the second floor is another large dining-room, with scullery and dish washers. Elevators and dumb-waiters make connection from the basement to the top floor. The building is situated in the rear and center of the main building, connected by a wide hall about fifty feet long.

When the New Service Building is occupied, the old dining-rooms will be fitted up as dormitories, and will help to reduce the overcrowded condition that Bay View has been laboring under for some time past.

The new building throughout is one that the city can well be proud of. It is equal, if not superior, to any of similar character throughout the country.

The total cost was about \$75,000.

BANK BALANCES.

Report Filed by the City Register With the Mayor on Wednesday Morning Showing Status at Opening of the Day on July 30th, 1913.

	Closing Balances.
Union Trust Co.	\$ 50,000.00
National Exchange Bank.	250,000.00
Merchants National Bank.	250,368.83
Farmers & Merchants Nat. Bank.	250,000.00
Citizens' National Bank.	250,000.00
First National Bank.	250,000.00
National Marine Bank.	368,620.25
National Bank of Baltimore.	275,000.00
National Union Bank.	250,000.00
National Bank of Commerce.	250,685.85
National Howard Bank.	185,000.00
National City Bank.	100,000.00
Drovers & Mechanics Nat. Bank.	225,000.00
Maryland National Bank.	100,000.00
German American Bank.	90,000.00
Old Town National Bank.	200,000.00
Mercantile Tr. & Dep. Co. of Balto.	200,000.00
The Continental Trust Co.	200,000.00
German Bank.	50,000.00
Calvert Bank.	181,364.36
Commonwealth Bank.	100,000.00
The Mercantile Bank.	100,000.00
State Bank of Maryland.	100,000.00
Maryland Trust Co.	100,000.00
Chesapeake Bank.	25,000.00
Colonial Trust Co.	100,000.00
The Equitable Mtge. & Trust Co.	175,000.00
Park Bank.	25,000.00
Bank of Hampden.	25,000.00
Title Guarantee & Trust Co.	30,000.00
Security Storage & Trust Co.	25,000.00
The Munsey Trust Co.	100,000.00
The Baltimore Trust Co.	100,000.00
The Western National Bank.	100,000.00
West Baltimore Bank.	5,000.00
Cash in Office Vault.	5,000.00
Total	\$5,091,039.29

Commissioners of Finance Acct.	
National Marine Bank.	89,012.18
National Bank of Commerce.	95,626.65
Total	184,638.83
City Register in Trust	
Property Sold for Taxes. Acct.	
Calvert Bank.	1,199.61
Collector's Acct.	
National Marine Bank.	152,386.11
Total Cash Balance at Close of Business Above Date.	\$5,529,263.84